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# DIRTBIKE

CHAMPION  
OF THE WORLD!

Why winning comes easy  
to Danny McCanney...

VMXdN!

Full throttle action  
from Farleigh Castle

# THE BEAST

HOW SOUTH AFRICAN SPEEDSTER NEV BRADSHAW  
HAS BUILT HIMSELF A REPUTATION OF BEING  
A REAL HARD CHARGING MONSTER...



dirty2line

STEVEN CLARKE | 2015 HUSQVARNA ENDURO TEST | BADGER GOSS | JUNIOR WORLDS



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© NUNO LARANJEIRA

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© PIP SPICER



# C O N T E N T S





THE FIELD OF

# DREAMS.

THE VETERANS MOTOCROSS DES NATIONS HAS QUICKLY BECOME  
THE MUST-SEE MOTOCROSS EVENT ON THE BRITISH CALENDAR  
AND IT'S EASY TO UNDERSTAND WHY...

Words by **Jeff Perrett** Photos by **Pip Spicer**

**A**s a fan of motocross first and foremost, I can honestly say that the VMXdN reminds me of why I fell in love with a sport that has given me so much. From the feeling of total self expression and freedom I can only seem to find when I'm riding a motocross bike to the unity of the people also dedicating their lives to this love affair.

It seems I'm not alone in the feeling the VMXdN evokes in my soul. So rather than express my own personal feelings in detail about this truly fantastic event, this time around I felt it better to let others express their feelings. This is what they had to say...







*Ian Proudfoot gets down like  
Roger De Coster in Farleigh  
Castle's Field of Dreams*



# THRILL SEEKER!

STEVEN CLARKE HAS PACKED MORE ADVENTURE INTO HIS 24 YEARS THAN MANY PROS MANAGE ACROSS A FULL CAREER – AND THE MAN WHO’S TRAVELLED THE WORLD CHASING HIS RACING FIX IS SHOWING NO SIGNS OF STOPPING...

Words by **Sean Lawless** Photos by **Nuno Laranjeira**









# • SWEDE • DREAMS!

## THE AWESOME 2015 HUSQVARNA ENDURO RANGE GETS PUT THROUGH ITS PACES...

Words by **Llewelyn Pavey** Photos by **Sebas Romero**

**N**ever-ending sun, expensive beer, dead straight trees and a technical, sandy forest to rip up! Welcome to Sweden. Welcome to the 2015 Husqvarna model range. The rejuvenated brand is pushing this heritage thing hard and so hauled the world's testing press to the town of Lulea, several hours by plane north of Stockholm.

The enduro market is in a really interesting place at present. For the first time in a long, long time we have a fistful of manufacturers putting in maximum effort and genuinely building fabulous, reliable bikes that are pretty much good to hop on out of the crate. Model year 2015 has seen that level rocket with Sherco and Beta continuing to push their development in a hunt for the orange factory's market share.

The Husqvarna brand – under the ownership of KTM – went from fringe player to bona fide star overnight and has taken a huge chunk of world sales by producing a solid product that doesn't really have a huge amount of downsides.

The two-strokes receive the most updates for the 2015 model range.

The entire group of European marques have made the power delivery of the two-strokes the focal point of development this year and Husky is no different.

Its changes are similar to that of the KTM range but not entirely the same. The baby TE is a virtually identical machine to the '14 – it's been fettled with new jetting settings but otherwise we are in the very same place. The 250, much like its orange cousin, has had some love put into the powervalve. In a bid to produce a smoother transition into the powerband Husqvarna has delayed the opening of the powervalve by 200 RPM and improved the speed at which the valve transitions from open to closed. This is combined with a new CDI curve.

Both the TE250 and 300 share some updates as well.

There have always been issues in the long-term with the starter motor on this engine and it's been addressed in the form of shorter gearing in the starter. By doing this Husky claim it's achieved easier starting and can now run a smaller battery. The only other change comes in the form of a slightly different clutch and ignition cover design that provides a better sealing surface.

On the four-banger side of the fence the updates are even less significant. The little 250 was blessed with a new, taller sixth gear to help with top speed and...well, there is no 'and' as that's all the real changes we've got here.

There's a new speedo and a retaining bolt has been added to the subframe to add some strength. The new models have a funky new headlight design, new front mudguard and new lower triple clamps to fit the design. It's not altered the performance – it's just a cosmetic thing. There is also a slightly modified handguard design and a new seat cover design and material. It's stronger and gives the seat a stiffer feel. The level of changes has physically overwhelmed me here!

Moving on from the sarcasm, realistically if the bikes ain't broke why fix 'em. That's the case with the Huskys – they weren't exactly sub-standard last year. But 2015 is a new time, the rivals have new bikes and we have a different and challenging test venue.

The 250F has been a class-leading engine for a long time, it's always been a tremendous bike and for 2015 nothing has changed. I'd love to regale you with tales about how much better the sixth gear is, letting me rip trails at 85mph sideways – but I'd be lying. Top gear wasn't found at any point, on any bike, all day. The track was a second and third gear monster and the 250F was a prime bike for the situation. It's an easy weapon to control and the engine is a ripper.

It's got a unique ability to get grip and move forward, regardless of the amount of revs you apply. It loves to rev hard and still find great grip. It's a brilliant characteristic and makes a great bike. ➡➡









*Brad Freeman splashes his way to a well deserved European Enduro Championship title – cushty!*

Words and photos by **Future7Media**





# EURO STARS!

BRITISH RIDERS DOMINATED THE 2014 EUROPEAN ENDURO CHAMPIONSHIP, LEAD BY THESE THREE – TOM SAGAR, STEVE HOLCOMBE AND BRAD FREEMAN...

**S**tep off this island of ours and there're four different directions British enduro riders normally take when it comes to getting their sporting fix.

Some journey to France to visit our closest European neighbours, searching out the enjoyment of one of their popular 'classis' events. Many others have sided with hard enduro in recent years, driving to central and Eastern Europe and events where adventure and freedom to roam feature high on the agenda.

Then there's the two series' that offer traditional enduro sport – the European Enduro Championship and the World Enduro Championship. Both very similar, yet both very different.

Tom Sagar, Steve Holcombe and Brad

Freeman all secured European titles in 2014 and hats off to them all for doing so. Tom is the oldest, most well-established and experienced one of the three. The team leader you could say, the one helping to guide both Steve and Brad while still fully committed to his own racing programme.

Steve and Brad are the up-and-coming duo that, alongside Tom, claimed European success. Both riders are hungry to experience more, and to compete against likeminded racers.

All three are at different points of their respective careers. All three view the international enduro scene from different perspectives. All three journeyed from the European championship final in the Czech Republic to the final of the Enduro World Championship in France, which is where DBR caught up with them...





FROM  
NOWHERE  
WITH  
NOTHING





# THE BEAST

HIS NEVER-SAY-DIE APPROACH TO RACING HAS WON HIM A LEGION OF FANS – AND THREE MAJOR TITLES – BUT NOW NEVILLE BRADSHAW IS LOOKING TO TAKE A STEP BACK FROM PRO RACING. YEAH, RIGHT...

Words by Sean Lawless Photos by Nuno Laranjeira

**P**ound for pound one of the most bad-ass animals on the planet, the honey badger is a South African native famous for its ferocity and fighting spirit. Just over two feet long and a foot high, it's been known to give lions a good shoeing.

Neville Bradshaw's got a lot in common with the aggressive balls of furry fury. For starters they share a homeland and then there's the never-say-die attitude and willingness to go toe-to-toe with all-comers. Okay, so he's a lot bigger and a lot less hairy but when there's a good tear-up on the cards they're evenly matched.

In his 10 years as a UK-based professional motocross racer Nev's won three Red Bull Pro Nationals MX2 crowns and each time the title's gone down to the wire. In 2009 it was decided by a last race, last lap, last corner pass and three years later he clinched his second title at the final round, despite dislocating his shoulder two days before. In 2013 he made it a hat-trick of titles in a winner-takes-all season-ending moto.

See what I mean about fighting spirit and never-say-die attitude?

His determination to win is partly down to

the fact that he travelled almost 6,000 miles from his Johannesburg home to follow the dream of racing in Europe and with just £700 in his pocket he couldn't afford to fail. It was basically a case of nut-up or shut-up and, as anyone who's seen him race will know, Nev's never been lacking when it comes to laying his balls on the line.

Next year the 31-year-old faces another massive career challenge when he begins a season of transition that should see him wind down his life as a pro and take a new direction in the sport. The move is part-prompted by his own sense of aging, part by David Bright and Vicki Jeffreys – owners of his Putoline Apico Honda team – making a decision to take a step back from racing in 2014.

"Dave and Vicki run one of the best teams in the paddock and when they said to me there was a chance they weren't going to run I couldn't really see myself going anywhere from there," says Nev. "I'm getting on and I thought to myself that now's a good time to take a step back and do something similar to what I did in 2011."

Back in 2011, after shattering his hand in a pre-season supercross in Denmark, Nev walked away from a deal with Motovision, took a few months out, ran some training schools and came back as a privateer. This time around he'll have a lot more backing >>





Taylor Hammal is just one of the Brits battling hard at this year's FIM Junior Motocross World Championships



# YOUTH ATTACK!

THE PLANET'S BEST MINI RACERS BATTLE  
IT OUT IN BELGIUM AT THE FIM JUNIOR  
MOTOCROSS WORLD CHAMPIONSHIPS

Words by **Jeff Perrett** Photos by **Nuno Laranjeira**

**W**ith Youthstream putting more focus on youth motocross, the FIM Junior Motocross World Championships are growing in stature and gaining more media attention. But how are the future stars of tomorrow dealing with the pressure and attention it brings?

Well, the answer to that question is very well indeed it would seem, in fact they're revelling in the limelight. That comes as no real surprise, they're kids after all and confident ones at that. I look back and remember the beautiful innocence of being a kid. That carefree feeling of anything is possible, because at that stage of your life you truly believe it is.

You may or may not exactly know where you're going or know who you want to be, but still, you have no doubt or concern, no pressures of real significance, certainly not ones you'll experience later in life anyway. Of course that's not the case for all children in the world but for the majority that were racing at the 2014 edition of the FIM Junior Motocross World Championship it appeared to be the case, certainly if the rider and country presentations were anything to go by.

Being at the event it's obvious – if you've got the time to stand back and look around. There's an undercurrent, a scent that wafts around the place infiltrating your nostrils and reminding

you of what it's like to be a kid with a dream, an ambition. It's hard not to feel it when there's close to 300 enthusiastic youngsters about the place all dreaming the same dream.

Even the efforts of Mother Nature doing her very best to dampen the spirit with torrential downpours couldn't stop the feeling of youthful exuberance flowing over the brim. There's just a unique feeling at Junior Motocross World Championship, a feeling of joy and hope that you just don't quite get at a GP.

It's understandable really. There's more pressure on everyone at a World GP because it's an adult environment where big money is laid on the line in the return for results. It's grown up stuff – it's part of the pressures of being an adult, a professional working adult. The reality of being your own man or woman and the innocence of youth lost. You've chased your dream and for most, if you've not quite yet achieved it you're at least living it, but it comes with a price it never had as a child. There are sacrifices to be made, like spending less time with your friends to focus on the job in hand for one.

As you grow into a young adult it happens, it's almost unavoidable, particularly in professional life and motocross is getting more and more professional. It's actually noticeable at the world junior championship. You can see the pressure building on the young men on the cusp of turning pro in the 125cc class compared with the kids in the 65cc class.



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